

CORNHUSKER CAP NEWS

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June, 1943

Johnson Is Honored By Nebraska Wing

The banquet with which the Nebraska wing honored Lt. Col. Earle L. Johnson, national commander, in Omaha on May 22 proved to be the biggest event in the history of the Nebraska CAP.

The event was co-sponsored by the Omaha chapter of the NAA, and special guests included Col. George V. Millett, Jr., commander of the 507th Parachute Infantry regiment at Alliance, Neb., and a score of paratroopers.

About 450 persons attended the affair. It was preceded by a parade and review in which over 400 CAP members and cadets participated, and in which the Omaha CAP cadet band made its first public appearance. The reviewing stand was on the steps of the Scottish Rite cathedral.

Speakers at the dinner included Col. Johnson, Col. Millett, and Maj. Harry B. Sidles, Nebraska wing commander. Capt. Rudy Mueller, wing supply officer was master of ceremonies.

The paratroop officers and men were introduced. One of them, Cpl. Wolfgang Sklarz, German refugee and formerly an European concert pianist, played two piano numbers.

Guests at the speakers' table included:

Brig. Gen. and Mrs. Guy N. Henninger, Lt. Col. and Mrs. T. J. Grayson, Lt. Col. and Mrs. Oscar Yorker, all of Lincoln; Lt. Col. and Mrs. William Bruett, Maj. and Mrs. Reed Davis, Mrs. Sidles, Mrs. Mueller, Commissioner and Mrs. Harry Knudsen, Capt. and Mrs. Gould Dietz and C. H. Day.

Out state delegations attended from Fremont, Blair, Wahoo, Grand Island, Crete, Lincoln, Lexington and Wahoo.

GERONIMO AND MASTER

VOICE THANKS TO CAP

In appreciation of CAP hospitality, Geronimo, the paratrooper dog of the 507th Parachute Infantry regiment, has sent the wing his autograph, and Geronimo's master, Pvt. Kenneth Williams, has sent a letter of thanks.

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These guests were in the reviewing stand as the Omaha units of the CAP paraded for the national commander May 22. In the front row, left to right, are Brig. Gen. Guy N. Henninger, Lt. Col. Earle L. Johnson, Lt. Col. T. J. Grayson, Lt. Col. Oscar Yorker and Maj. Harry B. Sidles. Rear row—C. H. Day, Col. Leo J. Crosby, Lt. Col. W. F. Bruett, Maj. Reed Davis, Col. George V. Millett, and Capt. Gould Dietz.

NEW APPLICATION

PROCEDURE EFFECTIVE

New CAP enlistment blanks (CAP Form 12-0) have been distributed to the Squadron commanders. Now the enlistment procedure prescribed in CAP Rules, Part 1, will become effective.

The new form is to be made out on the typewriter in duplicate. This will save much clerical time previously spent in copying data onto the old service record forms which will no longer be issued. Local unit commanders will endorse both copies and send them to Wing Headquarters.

After a provisional member completes the prescribed 25 hours of training (temporarily omitting the course on Articles of War to be covered in a training manual which will be mailed with the third installment of

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SOME INFORMATION

ON FLIGHT CERTIFICATES

GM-83A gives us further information on "CAP Certificates of Essentiality for Flight Instruction or Test." CAP members who are not eligible to apply for further flight training under the C. A. A. regulations may apply through CAP channels. Those who cannot qualify through CAA may secure permission to build up flight experience for CAP missions by applying through CAP channels if they are not soon subject to draft, if they can qualify for CAP flight duty within six months, and if they can spend a minimum of two months a year (either on one tour of duty or by intermittent service) on CAP active-duty missions and can leave their normal employment for such duty. Workers frozen in war jobs will not be eligible.

CORNHUSKER CAP NEWS

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Assignments

All CAP units in Nebraska have three assignments of paramount importance:

First, develop strong cadet units.

Second, to offer an opportunity for infantry drill practice to all men who are about to be inducted into military service.

Third, make whatever plans and preparations are necessary for the security of your local airport.

While in Nebraska recently, National Commander Johnson stressed the importance of those first two assignments. He said that Gen. H. H. Arnold, chief of the air force, considers the cadet training program of greatest importance, and urged that the program be pursued with great zeal. We have not made a real good job of the cadet program in Nebraska. In fact some units have side-stepped it entirely, feeling perhaps that it was too much work. But we can no longer do this. Any unit that will get a cadet program in motion is apt to find very soon that in this field the greatest dividends and satisfactions are to be found.

In the matter of training men soon to be inducted, it is not at all necessary that these men join the CAP. Col. Johnson suggested that the CAP contact the selective service boards to learn the names of the men who are soon to be drafted, then invite the men to attend drill classes and get preliminary training that will help them advance more quickly when they do go to the army. There have been many reports of CAP members who, thanks to this preliminary training, have quickly become non-commissioned officers. And the army is grateful for the fact that men have received pre-induction training.

As for airport security, military men ex-

press a growing belief that the Germans may attempt some "funny business" with their 11,000-mile planes. For example, what if they should send a couple of long-range bombers to do whatever damage they could, with instructions then to attempt to seize an airport and refuel before starting back home. What protection does your airport have against such an attempt?

"THE COURIER PILOT" PUTS IN AN APPEARANCE

Our tireless Wing Operations Officer, Vic Schroeder, has started another project. We have just received the first issue of "The Courier Pilot," a publication designed to relate interesting experiences of Courier Pilots. As Capt. Schroeder says: "CAP Courier service takes light aircraft into a new field of activity. It is history in the making for light airplanes. The wear and tear of daily flights regardless of weather brings about new problems, and experience alone will solve them. The purpose of this bulletin is to gather the various experiences in written form and benefit others in Courier Service immediately."

GUARD DUTY GENERAL ORDERS

Outlined below are the general orders covering interior guard duty. Each member should memorize them.

1. To take charge of this post and all Government property in view.
2. To walk my post in a military manner, keeping always on the alert and observing everything that takes place within sight or hearing.
3. To report all violations of orders I am instructed to enforce.
4. To repeat all calls from posts more distant from the guardhouse than my own.
5. To quit my post only when properly relieved.
6. To receive, obey, and pass on to the sentinel who relieves me all orders from the commanding officer, officer of the day, officers and non-commissioned officers of the guard only.
7. To talk to no one except in line of duty.
8. To give the alarm in case of fire or disorder.
9. To call the corporal of the guard in any case not covered by instructions.
10. To salute all officers and all colors and standards not cased.
11. To be especially watchful at night, and, during the time for challenging, to challenge all persons on or near my post and to allow no one to pass without proper authority.

Looking over the news bulletins from different wings, we see that the CAP Squadrons in Milwaukee area now have their own airport. The field will be known as Brown Deer CAP Airport, Inc., Brown Deer, Wis.

GERONIMO AND MASTER

(Continued from Page 1)

Here's

Geronimo's

Autograph

And here's Williams' accompanying letter:
Gentlemen:

I would like to write a personal letter to those responsible for the splendid hospitality shown the fellows and myself while we were your guests in Omaha May 23rd. The remarks of gratitude among the jumpers were many and sincere, we all had an excellent time and one that none of us will ever forget. True we all "sweated" our jump out more than usual for some unknown reason (I'm not speaking for myself in this case) but the genuine friendliness and real cordiality accorded us compensated by far any mental strain we may have undergone.

Geronimo was going strong up to a few days ago but the strep infection that we believed cured has come to the surface again and he is under daily treatment from the veterinarian with legs that are badly swollen. We believe that it has again been checked in time but medical attention will not stop this time until I am positive that there will be no re-occurrence.

In closing may I again thank you for all of us very sincerely for a week-end we will never forget. You know I never will—she's a wonderful wife.

Yours very truly,

KENNETH C. WILLIAMS.

Editor's Note: Williams was married while in Omaha.

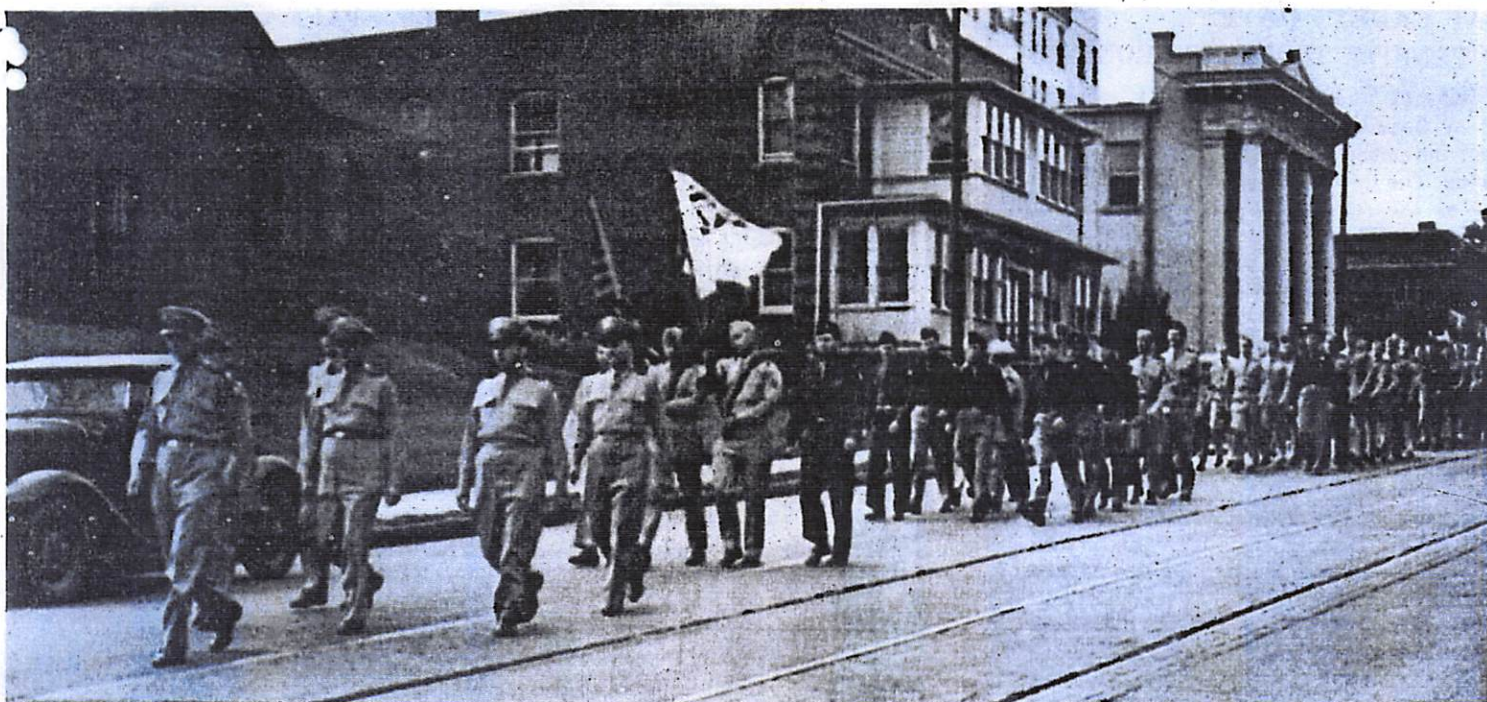
FIRST SQUADRON CHANGES

(From Squadron Bulletin)

R. J. Cunningham is being transferred from Flight No. 1 to Flight No. 2, and Ken Ewing from No. 2 to No. 1, in the communications section. Lt. Angelo Bonacci has been made leader of Flight No. 3.

First Sgt. Roy Highfill has been promoted to the squadron staff as liaison officer for CAPC, and Maj. Harry B. Sidles issued him a temporary commission as second lieutenant, pending official confirmation from national headquarters. Sgt. P. K. Patrick has been appointed first-sergeant of the squadron. Sgt. Robert Fisk has been transferred to headquarters company, and will continue in charge of the photographic section.

Sgt. Cecil Henkels has been transferred from flight sergeant of flight No. 1 to the same post in Flight No. 3. K. Booker has been promoted to flight sergeant of Flight No. 1. D. C. Bradford has been appointed leader of the guard section for Flight No. 1.



Here is the up-and-at-them squadron of the Glenn L. Martin-Nebraska company, pictured during Friday afternoon drill at Dewey park.

As the CAP paraded for the national commander, Lt. Col. Earle L. Johnson, in Omaha May 22. About one-third of the procession is shown here. In the rear is the wing executive officer, Capt. M. M. Meyers, followed by the wing staff, the color guard, and Omaha squadron No. 1.

ACTIVE-DUTY APPLICATIONS WANTED AT HEADQUARTERS

Thousands of Civil Air Patrol members are now serving with the armed forces or in war industries, with the result that many members who filed applications for active-duty assignment (OCD Form No. 624—Revised July, 1942) are no longer available for such assignment and the central files for these applications are of little value. Therefore, and effective immediately, all Civil Air Patrol members who wish to volunteer for active duty will submit promptly applications for active-duty assignment regardless of whether they have previously made applications.

On the back of each such form will be typed (a) age, (b) selective service status, and (c) marital status.

Active-duty applications will be executed in duplicate and forwarded through local unit headquarters to Wing Headquarters, which headquarters will retain the carbon copy and forward the original to National Headquarters (GM-86 dated June 5, 1943). These directions do not apply to courier applications.

We have had several requests, recently for information concerning requirements for coastal patrol duty. Contact your squadron commander for necessary qualifications and other pertinent information on active duty missions. There are assignments for pilots, pilot-observers, radio operators, mechanics, radio mechanics, clerk-typists, servicemen, and guards.

NEW APPLICATIONS

(Continued from Page 1)

CAP Rules) the local unit commander will advise Wing Headquarters and the member's identification card will be sent through channels. In the case of an applicant whose previous experience covers the required subjects, the unit commander may endorse to this effect over the space where he signs the application and the card will be forwarded as soon as investigation is completed.

TRANSCRIBED CODE LESSONS AVAILABLE

We have secured a few sets of records which embody the most modern and scientific approach to the problem of sending and receiving messages in International Morse Code. John H. Cose, Director of Instruction at RCA Institutes, made these records and prepared a booklet which accompanies the album. Mr. Cose has used the same system employed at RCA Institutes for instructing both members of the armed forces and civilians in the use of International Morse Code.

The course is made up of six ten-inch green label Victor lessons, housed in an attractive album. List price of the album is \$6.50.

Since this is one of our prescribed directives, and there are so many members interested in this training, we feel that the records are a valuable addition to the material outlined in the training directives of the Civil Air Patrol. Any Squadrons inter-

ested in buying one of these albums for Squadron use should send their order to Wing Headquarters. Special discount of 40% is offered through the squadron supply offices.

'CAN BE NO QUESTION OF CAP IMPORTANCE'—GEN. HENNINGER

The views of Brig. Gen. Guy N. Henninger, Nebraska director of selective service, on the Civil Air Patrol are expressed in a letter which he sent to Maj. Harry B. Sidles following the CAP dinner May 22.

He wrote:

My dear Major:

I hasten to thank you and to express my appreciation for the courtesies extended Mrs. Henninger and I on the occasion of the CAP banquet and other festivities in Omaha Saturday evening. Both of us enjoyed ourselves every minute of the time and I only hope I shall have an opportunity to reciprocate the favors and courtesies.

I want to congratulate you on the outstanding organization you have gotten together. It just strikes me that yours is one civilian organization which displays an outstanding degree of interest and there can be no question about its importance in the war effort.

With kind personal regards and best wishes, I am,

Sincerely yours,

GUY N. HENNINGER,

Brigadier General,

State Director.

GNH:cm1

CAP CADETS HAVE INTENSIVE TRAINING PROGRAM

The CAP Cadet Squadron No. 1, sponsored by Omaha CAP Squadron 1, now has a well developed training program in full swing. The Cadets are given the same training as the regular senior Civil Air Patrol members and in a more intensified form. Special emphasis is placed on pre-flight studies such as air navigation, meteorology, service of aircraft and civil air regulations. These subjects are supplemented with military training in infantry drill, leadership and command, duties of command and staff officers, military correspondence, etc.

Cadet classes on various directives are now being held on five nights out of the week and officers of the CAP are invited to visit any of them at any time. Instructors are all well qualified and the classes are making splendid progress. Communications class meets Monday evenings at the Electronic-Radio Institute with Matt Frampton, instructor. First Aid class meets Tuesday evenings at the Jewish Community Center with Red Cross Instructor Joe Fisk, general Service of Aircraft and CAR class meets Wednesday evenings at the Paxton Hotel with Sgt. K. R. Bucher as instructor. Air Navigation class is taught by Lt. Stanley Marsh at the Mutual Benefit & Health Ins. Bldg., on Thursday nights and Photography class meets at the Paxton Hotel with Harold L. Gaskill, also on Thursday nights. The regular weekly meetings are held on Friday evenings at the same time and place as the senior Civil Air Patrol sponsoring squadron, at which time military directives are taught.

The Cadets are starting a program of expansion with a goal of 150 membership by the end of June. Any CAP member who knows of a boy who can pass the following qualifications would do that boy a favor if he interested him in the CAP Cadets. To qualify for membership a boy must be either a junior or senior in high school, have a strong desire to learn about modern aviation, be physically fit, have parents who are U. S. citizens and be able to furnish at least three character references. Cadet application blanks can be secured from Cadet Sgt. Roland Reifschneider, adjutant, at any Friday night meeting. Since it is planned to have the Cadets meet at the same place as the Civil Air Patrol, it is suggested that CAP members invite likely Cadet candidates to attend meetings with them. Also, Cadets with six months or more service can now sponsor new Cadets. It is hoped that this Cadet squadron will be the finest in this part of the country.

—Lt. Roy L. Highfield,
Cadet Liaison Officer

Johnson Sees Big Courier Expansion

A prediction that the CAP courier service, in which the Nebraska wing plays an important role, will grow tremendously during the coming months was made by Lt. Col. Earle L. Johnson, national commander of the CAP, in Omaha, May 22.

"At present 21,000 miles of courier flights are scheduled daily," the colonel said. "Eventually the courier planes probably will be flying nearly 150,000 miles per day on schedule."

The Civil Air Patrol represents civilian aviation as it exists today, he observed, and he feels that the CAP status is greatly strengthened since the organization has been made an air corps auxiliary.

"Ours is truly a group of volunteer soldiers," he said. "And the army, navy and marines have been greatly impressed by their sincerity and willingness to sacrifice."

"The organization now numbers 77,900 and is growing at the rate of 100 per day."

"Our pilots in the submarine patrol fly 87,000 miles per day in single-engined planes, over the water. To date 40 men have gone down at sea and 24 of these lost their lives. They are credited with sinking some submarines single-handed, with calling army and navy planes to 174 others, with saving 67 ships by causing submarines to dive, and with saving 300 lives. Seventy CAP planes have been lost at sea."

As important as any assignment that the CAP has ever been given, said Col. Johnson, is that of developing cadet units and training those cadets. This can not be stressed too much, he said, and army air corps officials are very anxious to have the CAP realize the importance of the assignment.

Col. Johnson also suggested that the CAP can help by giving military drill instruction to men who are soon to be drafted. It's not necessary that the soon-to-be-inductees join the organization, he said. The CAP can contact the local draft boards for the names of men whose numbers soon are to be called, and then invite those men to participate in a special drill program.

A member of the North Platte squadron, Albert Saburo Kushihashi, who lives near Hershey, offered his squadron the use of land sufficient to grow enough potatoes to pay for a plane, according to a report to headquarters. The catch was that the squadron members would actually have to raise the potatoes, so—

The Missouri wing of the CAP held statewide maneuvers at Mexico during the week of May 30. National Commander Johnson was present for part of the demonstrations.

THREE STAFF OFFICERS IN NAVAL RESERVE



Fraser

Epsen

Voltz

Three Staff members of Omaha Squadron No. 1 have been commissioned in the United States Naval Reserve. Lt. (j.g.) George D. Fraser, Supply Officer, will report soon for active duty. Lt. (j.g.) Ed Voltz, Training Officer, and Ensign Tom Epsen, Operations Officer, are awaiting their orders.

TEXAS WING PLANNING AIRPORT NEAR DALLAS

Texas is about to join the list of Wings having their own CAP airports. This new project will be called "Byrd Field," in honor of their wing commander, and will be located about 7 miles southeast of Dallas.

ATTENTION OUT-STATERS

If this issue of the NEWS seems to be an all Omaha edition, please take note that we received no news whatsoever from the Squadrons out in the State. This publication is for your interest and the folks on this end of the line would like to hear about you for a change.

Further CAP Rules Announced

The second instalment of the revised CAP rules have just been released by the national commander, Col. Earle L. Johnson. It includes organization charts, sets up the procedure for accepting and accrediting new members, outlines additional military training courses, and includes CAPC rules.

IN APPRECIATION

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